



## Infrastructure Committee

1<sup>st</sup> Floor City Council Conference Room Area 'B'  
Thursday, February 19, 2015  
**Approved Minutes**

### Special Meeting – 5:30 p.m.

This meeting room is wheelchair accessible. Accommodations and access to City meetings for people with other handicaps may be requested of the City Clerk (499-5002) five working days in advance of the meeting.

**CALL TO ORDER:** Meeting was called to order at 5:30 pm

**ROLL CALL:** Jim Sanders, Mike Mower, Planning Commissioners: Matt Baudhuin, Warren Cox  
Dennis Speer, Public Works Director  
Recording Secretary, Karen Harker

**SELECTION OF A CHAIR AND VICE-CHAIR:** Nominations were made for a Chair and Vice – Chair to the Infrastructure Committee. The floor was opened to nominations for a Chair. Commissioner Baudhuin nominated Mike Mower, Seconded by Jim Sanders. *Motion Carried by Roll Call Vote of 3 Ayes (Sanders, Commissioners Baudhuin and Cox) 0 Nays, 0 Absent, 1 Abstain.* The floor was opened for nomination for Vice Chair. Jim Sanders nominated Commission Baudhuin. Seconded by Commissioner Cox. *Motion Carried by Roll Call Vote of 3 Ayes (Sanders, Chair Mower and Cox) 0 Nays, 0 Absent, 1 Abstain.*

**APPROVAL OF AGENDA:** There was a motion made by Mr. Sanders to move the Discussion Item of the Charter School to the first item on the agenda. *Motion To Approve Agenda as amended Was Made By Commission Cox, Seconded by Mr. Sanders. Motion Carried By Roll Call Vote of 4 Ayes (Chair Mower, Vice Chair Baudhuin, Sanders, Commissioner Cox) 0 Nays, 0 Absent, 0 Abstain*

### PUBLIC COMMENT OF ITEMS NOT ON THE AGENDA:

**Open comment: 5:35**

**Dave Matthews:**

Mr. Matthews would like the Public Works Department to look into re-surfacing the parking lot of the City Civic Center. It is in disrepair and needs considerable work.

Mr. Matthews five concerns that he would like to see addressed:

- 1) The West Ridgecrest Blvd and Norma Ave signal light is not in sequences with the other signals in town (seems to be inconsistent)
- 2) The lane right in front of the IWVWD had a right turn arrow on the pavement that doesn't seem to be necessary. The lane should be able to have a right turn arrow and to go straight through.

- 3) On the west side of Norma Avenue a speed sign of (35mph) on the east side a speed sign of (25mph). Vehicles were going at least 35 mph through the intersection of Norma Avenue and West Ridgecrest Blvd. I'm suggesting that placing on the roadway reduce speed sign to slow vehicle down to the 25mph.
- 4) The City had increased the speed from 25mph to 30mph on Norma Avenue from West Ridgecrest Blvd to Las Flores Avenue. I'm suggesting that a reduce speed sign to 30 mph be placed before entering the intersection of Las Flores Avenue and Norma Avenue.
- 5) Also as you head east on W. Ridgecrest Boulevard at Warner Avenue, the bulb outs are causing long wheel base vehicles to swing in to the oncoming traffic lane making for a dangerous situation. When vehicles come from Warner Avenue and want to make a right turn onto West Ridgecrest Blvd long wheel base vehicles swing into the oncoming traffic lane making for a dangerous situation.

Both Planning Commission Cox and Vice Chair Baudhuin indicated to the committee that the City Engineer, Loren Culp is reviewing the safe maneuvering of vehicles through the corridor of West Ridgecrest Boulevard at all of the intersections and explained that the safe havens and bulb out are sitting on top of the asphalt so if they need to be removed they can scraped off.

Also Chair Mower explained that the traffic signals are being reviewed. The traffic signal at Downs Avenue one of the components was broken and was causing a problem these last couple of weeks.

**Closed comment: 5:45**

## **DISCUSSION AND OTHER ACTION ITEMS**

- Discussion of the Downs Street Project  
Chair Mower explained that Mr. Mather has a concern about his access to his business on Downs Street. Mr. Speer indicated that the plans were done with the TAB Funds and that everything might not have been considered when doing them. When thinking about it he felt that the City could bring back the median as it is done on the S. China Lake Boulevard area between the Upjohn Avenue and Bowman Road. This would allow them access to the business for their big rig vehicles. The City will certainly accommodate the business. Mr. Speer will speak with the City Engineer, Loren Culp regarding the situation

Chair Mower and Mr. Sanders explained to the committee that Mr. Speer made a presentation to the City Council on February 18, 2015. They would like to discuss the piece called "2010 Tax Allocation Bond Proceeds Projects" with the focus on the columns and what they mean. Mr. Speer indicated that he would like for the Finance Director to be here to really explain what the column headings mean. Karen Harker can speak to them as she understands them but Mr. Speer feels that the Finance Director needs to be present to explain how she labeled the columns.

Ms. Harker explained the columns as she understood them and gave them a brief history of how the allocations were presented to the City Council as she knows through her research. Discussion of Kurt Wilson's presentation of July 18, 2012 and the over allocation and then

the presentation by Gary Parsons of February 2, 2014 that gave the go ahead for the Streets Department to move forward with their projects.

Mr. Sanders was under the assumption that any projects outside of Streets Projects were to come back to City Council for review before moving forward and he asked how the Corporation Yard was moving forward. It was explained that in Mr. Parson's presentation it was lumped into the Street's Projects.

The reason for this exercise was to find funds for the Downs Street Project. Mr. Speer indicated that there are funds available for this project but not the 2.5 million that is needed for it. Mr. Speer once again went over the funds that the Engineering Department thought were available to do the project but when approaching the Finance Department discovered the over allocations. Ms. Harker did explain the terms of encumbered and expended. They asked about the 2.5 million of the Parks and Recreation Department funds and had they been encumbered and Mr. Speer felt that this information needed to be explained to them by the Finance Director. Mr. Harker was able to explain that there was a contract with a design firm HLA who is re-scoping the projects that Mr. Ponek had done so that it could be presented to the City Council. It was discussed that the original bond list for TAB funding for the Parks and Recreation Department was at six million dollars. The Committee on a whole felt that the Quality of Life Committee or City Council would certainly be able to look at the new re-scoping and see what would be needed to meet requirements for ADA issues and bring the parks up to standards.

There was also a discussion about the funds from West Ridgecrest Blvd and where we stood on the Contract. Ms. Harker informed the committee that the construction contract had not gone over its budget or the five percent contingency that was set aside from the original 6.2 million dollars allotted from Federal Funding through Caltrans. This brought attention to the TAB money that was set aside for the project. Mr. Speer indicated those funds were originally for matching funds for the project prior to the City knowing that this project would be funded at 100%. There was some confusion that matching funds should have been used on the project to finish all ADA compliance issues instead of scoping back the project. After further discussion it came to light that the project is on budget and does not have any extra construction funding and using the matching funding would require going to City Council and asking them to use it for the upgrade of ADA compliance issues because it is Tax Allocation Bond Funds

➤ Discussion of the Charter School – Crosswalk in front of School

Mr. Sanders asked for this to be put on the agenda so that the City and the Charter School could begin discussions when the Downs Street Project was also being discussed.

Elsa Henning Chairman for The Charter School related that the biggest concern is safety for the children, parents, and school staff. The School is on a very busy street and with a new Auditorium going in on the property the School has been working with City Staff and working with a traffic engineer from Bakersfield to come up with recommendations. The traffic engineer has indicated that by creating a new traffic pattern with the property to the north and allowing only one way into the property and making a loop it would help with the congestion. He also indicated that the best thing would be to have a four way stop at Downs Street and Church Avenue and allow that to be a crosswalk for the school. The Traffic Engineer felt that it was safest to put the crosswalk where a car is stopped.

- Mr. Sanders - Is the easement only one-way and will it only come from Church Ave.

- Mr. Baker – yes it would come from Church Ave and south to make a loop.
- Mr. Speer – commented on the traffic engineers report which does not consider the primary warrant and that would need to be done by State law to meet criteria. The engineer did not do a warrant study in the area. He was just forecasting.

Ms. Henning spoke that at the moment the School has only two children who are crossing at Church Ave and Downs Street (and the school is working with the parents to address the issues involved with the area); but it doesn't account for the school children that are going to James Monroe and St. Ann's School or using the Kerr McGee Youth Sports Complex.

- Vice Chair Baudhuin – fears a 4 way stop. It could end up like the area at Church Avenue and S. China Lake Blvd where the students have no regard for traffic going north and south. Students just step out in a stream and cars back-up.
- Mr. Baker – recommends a crossing guard. A crossing guard is not supposed to stop traffic they only let the student cross when there is a break in the traffic. His concern is that there are bright lights by the ball fields that cast shadows in the street and kids are crossing. Can they be seen?
- Chair Mower – right now yellow means speed up to get across the intersection at Downs Avenue and W Ridgecrest Blvd which makes for a situation where cars are going faster than they should when they reach Church Avenue and the School
- Mr. Cox – temporary flashing lights at the school zone
- Chair Mower – school zone signs are posted in areas of Las Flores School
- Mr. Speer - we have areas in school zones when they are supposed to be Flashing danger or hazard when it's there; but the city has found they are on all the time.

Ms. Henning showed pictures of midblock crosswalks and the photos are very concerning to the school due to the number of people who have been struck or killed. The street will be going from two lanes to a four lane which will cover a large area and will vehicles have any expectation to stop.

- Mr. Speer – there will be a pedestrian refuge and a raised median; could have a light in front of the school with crossing guard that is controlled.
- Mr. Baker – can we slow them down now with the speeding
- Mr. Speer – enforcement issue. He will speak with the Chief Strand
- Ms. Henning – 1<sup>st</sup> choice is at a four way stop at Upjohn Ave or Church Ave.; 2<sup>nd</sup> would be the crosswalk in front of the school with stop lights.

The Committee discussed getting the Auditorium in place and looking at the traffic flow and making the determination what would be best. Also discussed the warrants and who makes the decisions when it comes to 4 way stop signs versus stop lights.

### **Public Comment:**

*Primary Warrants – vehicles going each way; North and South – East and West*

*One of the lesser warrants – pedestrian warrant*

### ➤ Discussion of Fog seal lines – Striping

Mr. Sanders brought this before the committee because he has had community members ask and question about the fog lines or edge lines through-out the City and why some areas have not been striped. Mr. Speer gave a hand-out to all of the Committee members and community members that were present. He discussed the Traffic Engineers Powers and Duties as it pertains to installation to traffic control devices, traffic lanes, and distinctive roadway marking. Mr. Speer went on to discuss the California Vehicle Code and their Uniform Standards. He showed diagrams from the California MUTCD and examples of bicycle lane treatment where vehicle parking is prohibited and permitted.

He also shared a email that he received from the Department of Transportation, Division of Traffic Operations when he inquired about Edge Line Striping. The email made three recommendations to edge line striping where urban street are too narrow for Class II bike lanes and a standard edgeline stripe may not be appropriate:

1. An edgeline may force bicyclists to close to the right edge of the roadway or parked vehicle when it is desirable to have them take the lane.
2. In some urban locations edgelines may be excluded from reason such as if the traveled way is delineated by curbs, parking or other markings.
3. Edgelines should not be installed if engineering judgment determines their use decreases safety.

The City is doing an edge line in compliance to the CA MUTCD. Mr. Speer has instructed the Street Supervisor in any area that he can pull 12 feet from the curb to put in the delineation.

Mr. Speer gave an example of riding bicycles to someone also being in a crosswalk. There can be a false sense of security. If you have a designated parking area, a bike lane then driving lane, studies have shown that the vehicle that is driving might not be paying attention thinking that the bike has his own lane and doesn't need consideration. But what happens when someone in the park car opens a door, where does the bike go; Usually into the driving lane. Mr. Speer recommended to the community members to look at Mr. Gutierrez videos (he believe you can view online) and see these studies. Bike lanes can often give the bicyclist a false sense of security.

One of the community members brought up West Ridgecrest Blvd and how narrow it is and asked if there could be a sign posted that would indicate to the drivers that it was at least a "Share the Road". Mr. Speer felt that that could be done and would discuss this with the Street Supervisor.

***Public Comment:***

Dave Matthew - Edge Lines can be used also for not hitting the curb. I use them when headlights from oncoming cars are too bright. I believe we need to go to the State Legislature to fight this issue.

**SUPPORT STAFF COMMENTS**

**FUTURE AGENDA ITEMS**

Status Report from Finance Director on 2010 TAB Allocations

**NEXT MEETING:**

- **March 12, 2015 @ 5:00**

**ADJOURNMENT:** Meeting was adjourned at 8:15